

REMARKS

These remarks are submitted in response to the Office Action of November 28, 2006 (hereinafter Office Action). As this response is timely filed within the three-month statutory period, no fee is believed due. Nonetheless, the Examiner is expressly authorized to charge any deficiencies to Deposit Account No. 50-0951.

Claims 19 and 26 were rejected under 35 U.S.C. § 103(a) as being unpatentable over U.S. Patent No. 6,405,126 to Palomo, et al. (hereinafter Palomo), in view of U.S. Patent No. 6,405,123 to Rennard, *et al.* (hereinafter Rennard), and in view of U.S. Patent No. 6,173,277 to Ashby, et al. (hereinafter Ashby), and further in view of U.S. Patent No. 6,253,150 to Nakamura (hereinafter Nakamura).

Applicants have amended Claims 19 and 26 to further emphasize certain aspects of the invention. The amendments are fully supported throughout the Specification, as discussed in the following section. No new matter has been introduced by the amendments.

Aspects Of The Invention

It may be useful at this juncture to reiterate certain aspects of the invention. One embodiment of the invention, typified by amended Claim 19, is a method for vehicle navigation. The method can include accessing a publicly accessible Web site using a computing device that is remotely located from a vehicle and identifying within the Web site one or more destinations in response to a user input specifying a trip itinerary. The one or more destinations can correspond to a lodging establishment, dining establishment, predetermined sightseeing attraction, road hazard, and/or detour, each of which can be identified within the Web site in response to and based upon the specified trip itinerary.

The method further can include automatically determining navigation information for the identified destination. At least a portion of the navigation information can include

geographic coordinates for the destination. Moreover, according to this embodiment, the navigation information provided to the user can also indicate the locations of, and information pertaining to, one or more of the following: dining establishments, predetermined sightseeing attractions, and lodging accommodations, each of which corresponds to the user-specified trip itinerary. (See, e.g., Specification, p. 9, lines 11-20 ; see also p. 3, lines 15-19.)

Additionally the method can include storing the navigation information in a memory remote from the vehicle and providing a portable storage media, the memory being within the portable storage media. The method further can include transferring the portable storage media to a self-contained, in-vehicle navigation device in order to transfer the navigation information. The method also can include determining whether a data format of the navigation information conforms to data requirements of the in-vehicle navigation device prior to transferring the navigation information, and, if not, converting the data format of the navigation information to an alternate data format prior to transferring the navigation information.

The Claims Define Over The Cited References

As already noted, each of the claims was rejected as being unpatentable over the combination of Palomo, Rennard, Ashby, and Nakamuram, the last reference being newly cited in the previous Office Action.

Palomo is directed to a system and method for "located an destination" using an in-vehicle navigation. (See Col. 2, lines 36-41; see also Abstract.) It is noted at pages 2-3 of the Office Action that Palomo fails to disclose using a computing device to access a publicly-accessible Web site, determining whether a data format of navigation information conforms to the data requirements of a particular in-vehicle navigation system, converting the data format if necessary to conform to the data requirements, or

that such information corresponds to a road hazard, identified in response to and based upon a user-specified itinerary.

Rennard is similarly directed to a navigation system (see Col. 3, lines 5-13) and is cited in the Office Action as disclosing the use of a Web site to identify a destination in response to a user-specified trip itinerary. Ashby, which is also directed to vehicle navigation (see Col. 3, lines 31-60), is cited as disclosing the feature of determining whether the data format of stored navigation information conforms to the data requirements of a particular in-vehicle navigation system and, if not, converting the data format so that it does conform. Nonetheless, as noted in the Office Action, none of these references disclose the step of identifying a destination that corresponds to a road hazard. It is stated, however, that this feature is disclosed in Nakamura.

Nakamura is directed to a "mobile navigation system" that is intended to provide a driver of a vehicle with a "slow-down warning" when the vehicle is moving toward a "stop position." (Col. 1, lines 47-59.) Nakamura's system also can suppress the warning if the vehicle is moving at a speed that would permit "the driver to safely stop the vehicle just before the stop position." (Col. 1, lines 60-67.) The system, which can also take into account "road conditions and the driver's habits," can provide the slow-down warning through, for example, a screen display or voice utterance. (Col. 2, lines 1-8.)

Nakamura is primarily concerned with providing a driver with advance notice of hazards and other road conditions. One aspect of Nakamura's system is the providing of "road information" in the form of a map:

A map data base 8 includes a data storing medium, e.g., a CD-ROM, for storing the road map information and road information to be given later, and a data read unit for reading necessary information from the data storing medium. Examples of the road information are 1) traffic control information including position data (coordinates) indicative of stop

positions, lane control position and others, 2) coordinate values representative of various nodes on the map, such as intersections, and junction and branching points of express highways, 3) links each interconnecting adjacent nodes (referred to as links), 4) distances each between the adjacent roads and traveling costs (link cost), and 5) types of roads, such as national roads, prefectural roads, express highways and the like, stored in connection with the links. An example of the position data indicative of a stop position contained in the traffic control information (stop position data) is position data of the center of, for example, a stop intersection (at this intersection, a driver must stop the vehicle and remain standing for watching before moving the vehicle again). (Col. 3, lines 8-36.) (Emphasis supplied.)

Applicants respectfully submit, however, that a system such Nakamura's, which only generates information about the "types" and "conditions" of roads and highways, does not teach or suggest generating information about a trip itinerary, as recited in the amended claims. More fundamentally, none of the information generated by Nakamura's system pertains, even remotely, to site-specific information concerning dining establishments, sightseeing attractions, lodging accommodations or any other information corresponding to a user-specified trip itinerary.

It follows, therefore, than neither Nakamura nor the other references teaches or suggests automatically determining navigation information that includes both geographic coordinates for a destination as well as trip information indicating the locations of and information pertaining to dining establishments, predetermined sightseeing attractions, and lodging accommodations corresponding to a user-specified trip itinerary, as explicitly recited in the amended claims.

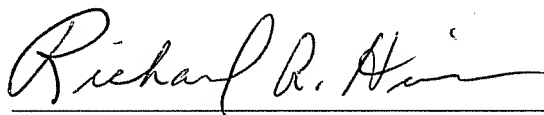
Accordingly, even when combined, Palomo, Rennard, Ashby, and Nakamura yet fail to teach or suggest every feature recited in the amended claims. Applicants, therefore, respectfully submit that the claims define over the prior art.

CONCLUSION

Applicants believe that this application is now in full condition for allowance, which action is respectfully requested. Applicants request that the Examiner call the undersigned if clarification is needed on any matter within this Amendment, or if the Examiner believes a telephone interview would expedite the prosecution of the subject application to completion.

Respectfully submitted,

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